TUBULAR EXHAUST SYSTEM
For 2003 Dodge Ram Pick-Up, 1500 Series, 2WD
5.7L Hemi V8, Automatic Transmission
Catalog #66692 & 66693
INSTALLATION INSTRUCTION

Please study these instructions carefully before installing your new *Tubular Exhaust System* (TES). If you have any questions or problems, please contact our Technical Hotline at : 1-800-416-8628 from 7 am - 5pm, Monday-Friday, Pacific Standard Time or e-mail us at Edelbrock@Edelbrock.com. Please fill out and mail your warranty card.

TUBULAR EXHAUST SYSTEM: These components are designed as a system to improve the exhaust efficiency of the Dodge 5.7L Hemi V8 engine. They are constructed of 409 HP stainless steel to better withstand the high heat present with the fuel-injected engine, especially when used for towing or other heavy duty applications. The stainless steel used for these systems is much more durable than mild steel, although it does not appear different in appearance. These systems come with a coat of black paint or ceramic coating for good looks and protection during shipping and storage, and they can be identified by the part numbers on each of the major components. Note that a magnet will stick to this type of stainless steel; magnetic attraction is not a valid test for these systems. A performance gain can be expected by the installation of the system. This system does require welding for installation (see note below) and retains all O.E.M. emissions equipment.

Suggested Tools Needed for Installation: This vehicle has some metric fasteners.

- ❑ Mig welder (recommended) or gas welder - Professional welding is highly recommended.
- ❑ 3/8" rachet, sockets, standard and deep SAE and metric & 13mm stubby combo wrench with extensions and universal 13mm and 15mm swivel sockets
- ❑ Combination set of open-end wrenches
- ❑ Hacksaw or Sawzall
- ❑ Jackstands, screwdrivers, pliers, crescent wrench, etc.
- ❑ Liquid penetrant, (GM #1052627) and anti-seize compound (GM #5613695)

SPECIAL NOTICE: This Edelbrock Tubular Exhaust System has received an Executive Order number (E.O.#) from the California Air Resources Board (C.A.R.B.) making it legal for street use in all 50 states. To assist you with emission equipment certification, we have included a silver fan shroud decal to help testing personnel verify that this part is a legal replacement on the vehicle for which it is cataloged. The adhesive-backed decal should be affixed next to the existing emission and engine specifications decal. Do not cover any part of your original emission decal.

WARNING: The use of "Thermal Wrap" or any aftermarket coating process will void the warranty on your Edelbrock Tubular Exhaust Systems. Those products can cause excessive heat and moisture buildup resulting in corrosion and failure of the system. No additional thermal isolation is required, as T.E.S. are *Pro Tech*-coated for corrosion resistance and long life.

IMPORTANT NOTES:

1. The paint used on non-coated T.E.S. is for protection during shipping and storage and will burn off soon after the engine is started. Those who desire a longer lasting finish should sand-blast the T.E.S. to remove the original paint, then apply high temperature header paint, such as VHT, available at most auto parts stores.
2. When cleaning any Edelbrock Pro Tech-coated T.E.S., use only soap and warm water. The use of caustic solvents (i.e. gunks, etc.) will mar or damage the Pro-Tech coating.

INSTALLATION INSTRUCTIONS

DISASSEMBLY

1. Disconnect negative battery cable.
2. Raise and support truck with two post car hoist (recommended) or jackstands and remove both front wheels.
3. Remove both left and right inner fender wells and set aside.
4. Disconnect and remove O2 sensor from the front of catalytic converter, being careful not to damage.
5. Before unbolting exhaust pipes from manifolds, first determine the stock location of the catalytic converter inlet by measuring up to floor plan and out from frame rail for installation of the exhaust pipe.
6. Cut exhaust pipe off from catalytic converter right at the weld.
7. Unbolt and remove exhaust pipe from stock manifolds.

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RIGHT SIDE AND LEFT SIDE:

1. Remove the four nuts from the studs and pull off the manifold heatshield.
2. Remove all bolts from manifold.
3. Remove manifold and gasket from vehicle through wheel well opening.
4. Place header into position with gasket and start all bolts, lock washers, and hardened washers. Now, tighten evenly from center out.

EXHAUST PIPE ASSEMBLY

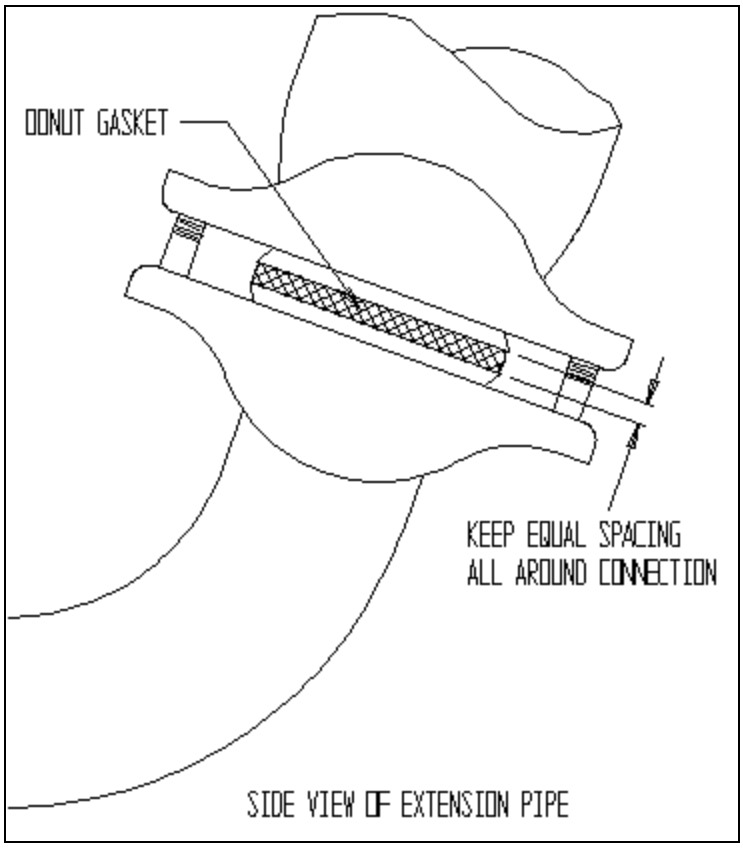
1. Slip crossover pipe into Y-pipe assembly and with both donut gaskets in place, bolt exhaust pipes to header collectors using 3/8" x 2" bolts and lock washers (supplied in kit). Leave loose enough to move pipes around.
2. With catalytic back in its original location, slip in outlet of Y-pipe pipe into inlet of catalytic.
3. Check all around exhaust system for proper clearance, then tighten hardware at collectors.
4. Be sure to locate donut gaskets with equal space all around for the best seal (see Figure 1).
5. Tack weld Y-pipe outlet to catalytic converter inlet.
6. Remove bolts at collectors and complete weld around catalytic converter.
7. Re-attach the Y-pipe to collectors and tighten evenly.
8. Install 2 1/4" U-clamp on the crossover.
9. Re-intall O2 sensor.
10. Re-connect battery and check adequate clearance of hoses, wires, etc.
11. Start truck and run for 10-15 minutes then turn off and let cool.
12. Re-tighten header bolts.

FINAL INSPECTION

1. Check all hydraulic, vacuum and fuel lines to ensure there is adequate clearance to T.E.S. components.
2. Re-install inner fender wells.
3. Re-install front wheels torque to factory specifications.

KIT CONTENTS
Catalog #66692 & 66693

Qty.	Description
1	Manifold left side (#25-9359) (for Part #66692)
1	Manifold right side (#25-9360) (for Part #66692)
1	*Manifold left side (#25-9373) (for Part #66693)*
1	*Manifold right side (#25-9374) (for Part #66693)*
1	Crossover pipe - left (#25-9667)
1	Y-pipe - right (#25-9668)
17	Hex header bolts
2	Chrysler V8 port gaskets
1	Connector flange; 2-1/4"
2	Donut gaskets; 2-1/4"
4	Hex capscrews; 3/8" x 2"
17	Black hardened washer; 5/16"
17	Lock washers; 5/16"
4	Lock washers; 3/8"
17	Lock washers; 5/16"



Edelbrock Corporation
2700 California St.
Torrance, CA 90503
Tech Line: 1-800-416-8628
E-Mail: edelbrock@edelbrock.com

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